

## CLAIMS

What is claimed is:

1. A vehicular electrical system, comprising:  
at least one electrically operated rearview mirror element;  
a power supply configured to receive power from a vehicle power source having a first voltage, said power supply is further configured to supply power to said at least one electrically operated rearview mirror element and at least one electrically powered device at a second voltage less than said first voltage, the vehicular electrical system exhibiting an electromagnetic interference level less than about  $47.8\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about  $0.4\text{MHz}$  to about  $1000\text{MHz}$ ; and  
said at least one electrically powered device is selected from the group comprising: a light-emitting diode, a brake light, a center high-mounted stop lamp, a cargo light, a turn signal indicator assembly, a cellular telephone transceiver, a trainable transceiver, a user activated switch, a tire pressure monitoring system, a GPS receiver, a compass, a display, a vehicle bus interface and a light sensor.
2. A vehicular electrical system as in claim 1 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for narrowband emissions in the AM broadcast band.
3. A vehicular electrical system as in claim 1 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about  $119.132\text{MHz}$  to about  $375\text{MHz}$ .
4. A vehicular electrical system as in claim 1 wherein said first voltage is greater than about 24 volts.
5. A vehicular electrical system as in claim 1 wherein said second voltage is less than about 5 volts.

6. A vehicular electrical system as in claim 1 wherein said at least one electrically powered device is configured as a remote keyless entry system.
7. A vehicular electrical system as in claim 1 wherein said trainable transceiver is configured to function as a garage door opener.
8. A vehicular electrical system as in claim 1 wherein said cellular telephone transceiver is part of a vehicle communication system.
9. A vehicular electrical system, comprising:  
a power supply configured to receive power from a vehicle power source having a voltage in excess of about 24 volts, said power supply is further configured to supply power to at least one electrically operated rearview mirror element and at least one electrically powered device at a voltage less than said power source voltage, said electrical system exhibiting an electromagnetic interference level less than about  $47.8\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about 0.4MHz to about 1000MHz, wherein said at least one electrically powered device is selected from the group comprising: a light-emitting diode, a break light, a center high-mounted stop lamp, a cargo light, a turn signal indicator assembly, a cellular telephone transceiver, a trainable transceiver, a user activated switch, a tire pressure monitoring system, a GPS receiver, a compass, a display, a vehicle bus interface and a light sensor.
10. A vehicular electrical system as in claim 9 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for narrowband emissions in the AM broadcast band.
11. A vehicular electrical system as in claim 9 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about 119.132MHz to about 375MHz.

11. A vehicular electrical system as in claim 9 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about 119.132MHz to about 375MHz.
12. A vehicular electrical system as in claim 9 wherein said second voltage is less than about 5 volts.
13. A vehicular electrical system as in claim 9 wherein said trainable transceiver is configured to function as a garage door opener.
14. A vehicular electrical system as in claim 9 wherein said at least one electrically powered device is configured as a remote keyless entry system.
15. A vehicular electrical system as in claim 9 wherein said cellular telephone transceiver is part of a vehicle communication system.
16. A vehicular electrical system, comprising:
  - a power supply configured to receive power from a vehicle power source having a voltage in excess of about 24 volts, said power supply is further configured to supply power to at least one electrically operated rearview mirror element and at least one electrically powered device at a voltage less than said power source voltage, said electrical system exhibiting an electromagnetic interference level less than about  $28\text{dB}\mu\text{V/m}$  for narrowband emissions in the AM broadcast band.
17. A vehicular electrical system as in claim 16 wherein said at least one electrically powered device is selected from the group comprising: a light-emitting diode, a brake light, a center high-mounted stop lamp, a cargo light, a turn signal indicator assembly, a cellular telephone transceiver, a trainable transceiver, a user activated switch, a tire pressure

monitoring system, a GPS receiver, a compass, a display, a vehicle bus interface and a light sensor.

18. A vehicular electrical system as in claim 17 wherein said trainable transceiver is configured to function as a garage door opener.

19. A vehicular electrical system as in claim 16 wherein said at least one electrically powered device is configured as a remote keyless entry system.

20. A vehicular electrical system as in claim 17 wherein said cellular telephone transceiver is part of a vehicle communication system.

21. A vehicular electrical system, comprising:

a power supply configured to receive power from a vehicle power source having a voltage, said power supply is further configured to supply power to at least one electrically powered device at a voltage less than said power source voltage, said electrical system exhibiting an electromagnetic interference level less than about  $47.8\text{dB}\mu\text{V/m}$  for emissions in the frequency range from about 0.4MHz to about 1000MHz; and

circuitry for dithering the pulse width or the switching frequency of said power supply.

22. A vehicular electrical system as in claim 21 wherein said at least one electrically powered device is selected from the group comprising: a light-emitting diode, a brake light, a center high-mounted stop lamp, a cargo light, a turn signal indicator assembly, a cellular telephone transceiver, a trainable transceiver, an electrochromic mirror, a user activated switch, a tire pressure monitoring system, a GPS receiver, a compass, a display, a vehicle bus interface and a light sensor.

23. A vehicular electrical system as in claim 21 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for narrowband emissions in the AM broadcast band.

24. A vehicular electrical system as in claim 21 wherein said electromagnetic interference level is less than about  $28\text{dB}\mu\text{V/m}$  for narrowband emissions in the AM broadcast band.
25. A vehicular electrical system as in claim 22 wherein said trainable transceiver is configured to function as a garage door opener.
26. A vehicular electrical system as in claim 21 wherein said electrically powered device is configured as a remote keyless entry system.
27. A vehicular electrical system as in claim 22 wherein said cellular telephone transceiver is part of a vehicle communication system.
28. A vehicular electrical system as in claim 21 wherein said first voltage is greater than about 24 volts.
29. A vehicular electrical system as in claim 21 wherein said second voltage is less than about 5 volts.